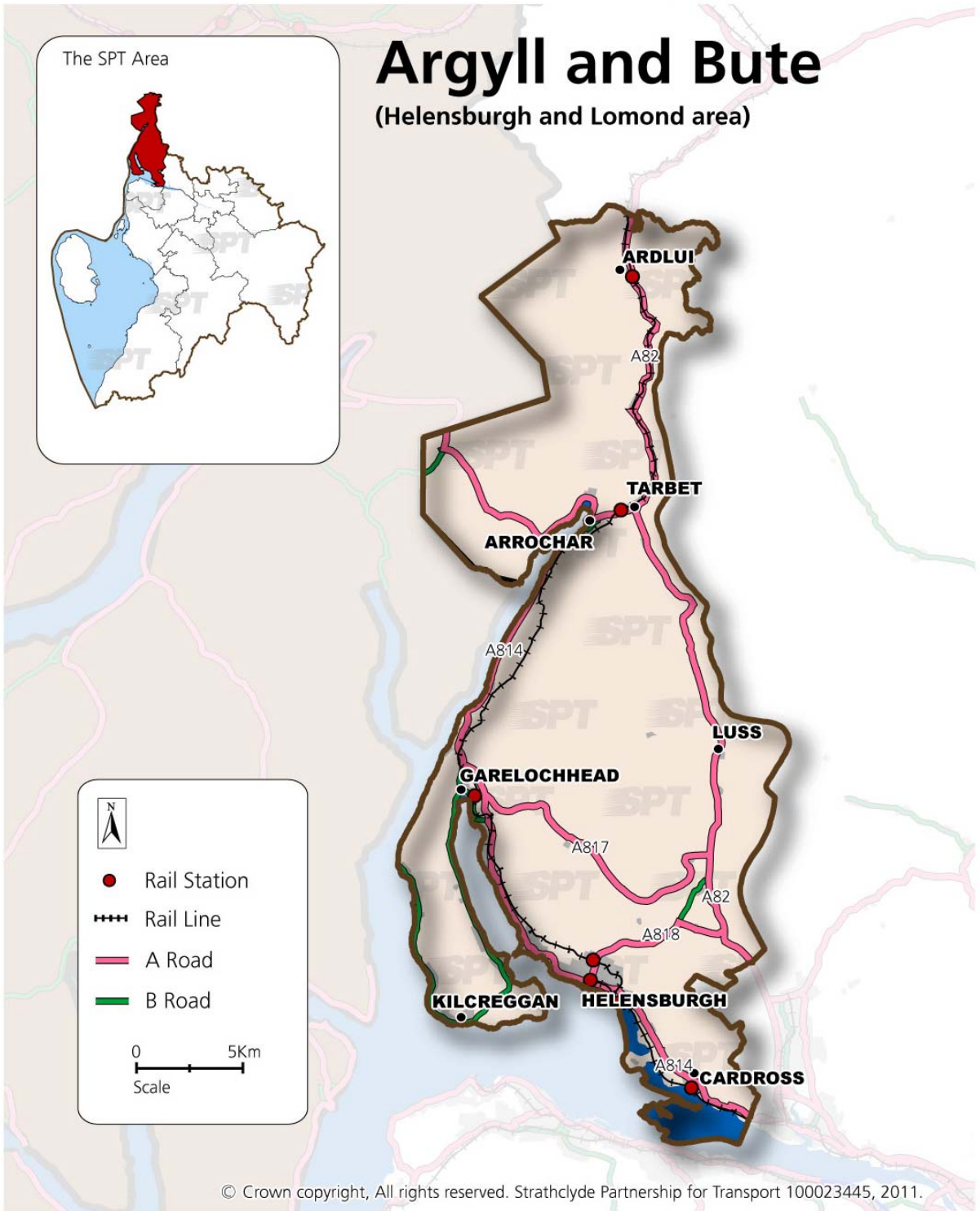




Strathclyde Partnership for Transport
Transport Outcomes for Argyll & Bute (2011/12)



Working in partnership to deliver transport solutions



1. Introduction

Strathclyde Partnership for Transport (SPT) is the regional transport partnership¹ for the west of Scotland and is made up of twelve councils, of which Argyll and Bute Council (ABC)² is an integral partner. Within the SPT area there is a population of 2.14 million (41% of Scotland's total) of which 1.3% (28,564) live in the Helensburgh and Lomond area of Argyll and Bute³.

SPT delivers transport solutions across the Strathclyde area and has a number of planning and operational responsibilities that deliver significant benefits to residents and business in the Argyll and Bute area. These services include the management of socially necessary and demand responsive bus services; operation of the subway; capital investment in regional transport projects for all modes; the operation of regional bus stations/interchanges; the administration of the regional ticketing scheme (ZoneCard); and the Strathclyde Concessionary Travel Scheme. SPT planning and operational expertise is also utilised by the council via an agency arrangement for bus stops maintenance. All of SPT's operational services and planning for the wider regional network are underpinned by SPT's transport planning expertise which is an integral part of local planning and development processes in the ABC area. This includes responding to and influencing key transport consultations.

SPT is a committed Community Planning partner and this report demonstrates how SPT will help the Argyll and Bute Community Planning Partnership meet the local outcomes in its Single Outcome Agreement (SOA).

This report provides further details on SPT's activities and benefits to Argyll and Bute. The report is structured as follows:

- **Section 2:** provides a summary of the services delivered by SPT in 2010/11 and the benefits of these services in the ABC area.
- **Section 3:** provides a look ahead to 2011/12 in terms of the transport projects and operational priorities that SPT will deliver in the ABC area.
- **Appendices:** contain additional supporting detail on the benefits and services we provide together with the strategic fit within the Argyll and Bute Community Planning Partnership's SOA.

Further information can be found on our website at www.spt.co.uk

¹ See <http://www.spt.co.uk/partnership/about> for further information

² Only the Helensburgh and Lomond area of Argyll and Bute falls within the SPT area

³ Source, General Register for Scotland, Mid year population estimates, 2010

2. Benefits of SPT services in Argyll and Bute - what has been delivered in 2010/11

The following table sets out the headline benefits of the services that SPT has delivered in the ABC area in 2010/11. (All figures quoted are approximate and unless otherwise stated are for 2010/11). Further detailed information is contained in Appendix 1

Killcreggan/Helensburgh Ferry - Supported at an annual cost of **£330,000 pa**

Supported bus services – 4 contracts covered routes that operate in the council area, (2 of which also crosses into West Dunbartonshire) at a cost of **£270,000pa**

MyBus – 1,400 trips– 1 contract for 2 services operate in Argyll and Bute (both of which also operate within West Dunbartonshire), at a cost **£130,000 pa** plus a further direct investment of **£82,000** on a new adaptable bus in 2009

Capital investment (total 08/09 – 10/11)

- Regional projects benefiting Argyll and Bute residents - **£39.5 million**
- Projects within Argyll and Bute – **£230,000** (including road safety journey time improvements on A814 and A818 plus support to securing government backing for A82 improvements.)

Bus infrastructure investment

- 2002/03-2008/09 – 146 stops upgraded were upgraded to provide glazed information panels at a cost of £88,000.
- 2010/11 – 7 shelters installed, 2 shelters supplied with mains power for illumination and real time information, 3 shelter solar illumination systems installed. Total cost £48,000

Travel information - Mobile Travel Centre visits 40 times a year.

Integrated ticketing (ZoneCard)⁴ – 4,300 tickets sold annually to Argyll and Bute residents estimated saving of £71,000

Strathclyde Concession Scheme (2008/09)⁵ – Providing an estimated annual saving on ferry, rail and subway travel of over **£1.6 million** to Argyll and Bute residents

National Entitlement Card – Process 880 disability card renewals annually and 2,500 calls answered

Subway – **120,000** Subway trips originated in Argyll and Bute

Buchanan bus station - **7,200** bus departures by 7 services serve Argyll and Bute

Transport planning – responded to over 50 consultations relating to transport

⁴ Administered on behalf of participating operators

⁵ Administered on behalf of the Strathclyde Concessionary Travel Scheme Joint Committee

3. Transport Priorities for Argyll and Bute 2011/12 - what we plan to deliver next

A range of transport project and operational priorities aimed at enhancing the regional transport network and delivering benefits to residents and businesses of the ABC area have been identified. These priorities help support the Local Outcomes identified in the Argyll and Bute SOA. Details of the Local Outcomes can be found in Table 1 of Appendix 2.

3.1 Project Priorities

Five transport priorities to enhance the regional transport network in Argyll and Bute have been identified and agreed with ABC. These are summarised below.

Project title	Brief Description	Partners	Year ahead timescales
Enhancing the Strategic Road network in partnership with ABC and HITRANS – seeking improvements to the A82 corridor, the A814 and A818 and identifying improvements to the network.* (Meets Local Outcomes VC4, OE4)	Current A82 layout between Tarbet and Ardlui is poor. Transport Scotland is planning improvements at Pulpit Rock. SPT will continue to lobby for wider improvements along the A82. Keppoch Estate junction on the A814 between Dumbarton and Helensburgh has poor horizontal and vertical alignment. It is proposed to improve the alignment for 360m and improve the sight-lines for exit and entrance. Improvement works at A818 west of Daligan completed.	SPT, ABC, Transport Scotland	Continue to work with ABC, Transport Scotland and others to ensure the strategic road network in Argyll and Bute is fit for purpose and meets the needs of residents, visitors and the economy of the area.
Providing bus infrastructure upgrades in the Helensburgh area (Meets Local Outcomes VC3, VC7)	Roll-out of a programme of bus stop access improvements (shelters/tactile paving/raised kerbs).	SPT, ABC	Works ongoing including the opportunity to link with CHORD ⁶ regeneration project schemes.
Supporting the regeneration of Helensburgh town centre through transport integration and encouraging modal shift (Meets Local Outcomes VC4, OE4)	SPT is working with ABC and others to review transport arrangements in Helensburgh, including traffic management, park and ride as well as coastal path improvements. A Park-and-Ride study has been undertaken to consider options to improve commuter travel to Glasgow. The needs of local people, businesses, commuters and visitors will be considered as part of this initiative. Ongoing support to ABC as part of the Helensburgh CHORD ⁶ project. Town Centre – develop a sustainable traffic management scheme to support economic regeneration. West Bay - redevelopment of the West Bay Esplanade between Colquhoun Square and William Street, linking it to the town centre to create a better environment.	SPT, ABC, CHORD ⁶ project team	Work is ongoing and draft plans for road layouts and public space at Colquhoun Square are subject to consultation.

⁶ The CHORD project is being undertaken by Argyll and Bute Council to assist regeneration and economic development in the five of waterfront towns of- Campbeltown, Helensburgh, Oban, Rothesay and Dunoon.

Project title	Brief Description	Partners	Year ahead timescales
Improving transport access to Loch Lomond and the Trossachs National Park, (LLTNP) (Meets Local Outcomes VC7, OE1, OE4)	A technical survey of the loch bed at Arrochar was undertaken in 2008 to determine the suitability of the area for piling. The study results were inconclusive. "Improved Sea Access to Argyll and the National Park" is a category 3 project in SPT's capital programme 2010/11	SPT, ABC, LLTNP, Local Arrochar Community Bodies	Options regarding access for ferry links are being examined.
Supporting the development of Helensburgh and Lomond Cycleways. (Meets Local Outcomes VC4)	Land negotiations are underway for the link between Cardross and Helensburgh. Helensburgh and Lomond Cycleways Development is a Category 2 project in SPT's Capital Programme.	SPT, ABC, SUSTRANS, LLTNP	Work ongoing – some issues regarding land acquisition are not yet resolved.

** SPT capital funding has been approved to take this forward in 2011/12

In addition, investment has been approved for a number of regional projects⁷ that will benefit residents of Argyll and Bute including:

- upgrading bus shelters throughout the region
- developing proposals for strategic park and ride
- developing smartcard integrated ticketing
- improving interchanges for access to healthcare
- improving Subway infrastructure and stations
- providing infrastructure to facilitate access to healthcare facilities . eg signage, travel information and bus shelter provision

3.2 Ongoing operational priorities

SPT will continue to deliver benefits to Argyll and Bute through investment and delivery of a number of key operational activities including:

- the provision of socially necessary bus services and Demand Responsive Transport for those who are unable to access mainstream transport **(Meets Local Outcomes VC4 and VC7)**
- administering and providing expertise for the Strathclyde Concessionary Travel Scheme⁸ for ferry, rail and subway users **(Meets Local Outcome FL5)**
- administering and providing expertise for the ZoneCard multi-modal ticket **(Meets Local Outcome VC7)**
- developing smartcard integrated ticketing for seamless travel for all public transport modes across the region **(Meets Local Outcome VC7)**
- reviewing the existing transport network and developing plans, as appropriate, to ensure continued effectiveness and efficiency including responding to local regional, national and where appropriate European Union consultations which could impact on the transport network and service delivery in the west of Scotland **(Meets Local Outcomes OE4, VC4 and OE1)**
- engaging with ABC in the development of Argyll and Bute Local Development Plan and the development management process **(Meets Local Outcome VC4)**
- engaging with Loch Lomond and the Trossachs National Park, (LLTNP) in the development of the Park's Local Development Plan and the development management process **(Meets Local Outcome VC4)**

⁷ Approved at the Partnership meeting 15 April 2011. Projects are categorised as Category 1 within the Capital Programme

⁸ On behalf of the Strathclyde Concessionary Travel Scheme Joint Committee

Appendices

Appendix 1

Details of SPT's Activities and Benefits Delivered in Argyll and Bute

This section provides an update and more detail on the transport priorities identified in 2010/11 and expands on the information provided in section 2 of this report. All figures quoted are approximate and are for the period 2010/11 unless otherwise stated.

A1.1 Develop and deliver projects, across all modes

Progress on Priorities for 2010/11

ABC Transport Outcomes Report (TOR) for 2010/11 identified six transport priorities. The progress made towards achieving these is noted below.

Priority / Project	Progress
Enhancing the strategic road network in Argyll and Bute*	<ul style="list-style-type: none"> ▪ Land purchase in relation to A814 road improvement has progressed but is not yet completed ▪ Realignment of carriageway and improvement works on A818 was a Category 2 project in SPT's Capital Programme as land ownership issues are to be resolved ▪ Transport Scotland has undertaken initial design work on improvements to A82 Pulpit rock and carried out in consultation proposals
Improving transport access to Loch Lomond and the Trossachs National Park	<ul style="list-style-type: none"> ▪ A technical survey of the loch bed at Arrochar was undertaken in 2008 to determine the suitability of the area for piling for pontoons. The results of this study were inconclusive ▪ Improved Sea Access to Argyll and the National Park was a category 2 project in SPT's Capital Programme 2010/11
Supporting the regeneration of Helensburgh town centre through transport integration and encouraging modal shift.	<ul style="list-style-type: none"> ▪ An extensive public consultation exercise has been undertaken ▪ Ongoing support to the Council as part of the CHORD projects (Campbeltown, Helensburgh, Oban, Rothersay and Dunoon regeneration projects) with the emphasis on Helensburgh town centre traffic management and coastal paths
Support the development of Helensburgh and Lomond cycleways.	<ul style="list-style-type: none"> ▪ Land negotiations are underway for the link between the west end of Cardross and Helensburgh ▪ Helensburgh and Lomond Cycle Development was a Category 2 project in SPT's Capital Programme 2010/11
Improvements to Bus Stop Infrastructure	<ul style="list-style-type: none"> ▪ This work will be undertaken in 2011/12
Improving travel information for residents and visitors.	<ul style="list-style-type: none"> ▪ The new, hybrid diesel/ electric, mobile travel centre is in use and continues to visit Kilcreggan, Garelochhead, Arrochar and Helensburgh regularly

*Project received SPT capital funding in 2010/11

Capital Investment in Argyll and Bute

Over the period 2008/09 -2010/11 a total of £230,000 has been invested on projects in Argyll and Bute (either through grant funding to the Council or delivery by SPT) such as:

- improving the A814 at Keppoch
- improving the A818 west of Daligan Road
- improving the A818 Daligan to Callendoune Road

In this period £39.5 million has been invested on regional projects benefiting the residents of Argyll and Bute such as:

- upgrading bus shelters throughout the region
- purchasing a new Mobile Travel Centre
- redeveloping Partick Interchange
- purchasing additional buses supporting DRT and subsidised services
- developing smartcard integrated ticketing
- developing strategic park and ride solutions
- developing proposals for Subway Modernisation

A1.2 Operating the Subway network

120,000 Subway trips originated in Argyll and Bute

A1.3 Supporting bus services

SPT managed 4 contracts to provide socially necessary bus services in Argyll and Bute at a cost of £270,000. This support was provided to operate services where it may not be commercially viable to do so, and is often for the provision of services at weekends or evenings. Support may be provided for a full service or a part service, both in terms of route and hours of operation as market needs require

Table 1: Socially necessary services in Argyll and Bute	
Service Number	Route
302	Carrick Castle – Helensburgh - Lochgoilhead
316	Helensburgh - Coulport
305/306/ 309	Luss/Helensburgh/Balmaha – Alexandria**
340	Helensburgh/Vale of Leven Hospital – Royal Alexandra Hospital**

** Contract covers multiple local authority areas

The Helensburgh/Kilcreggan – Gourock Ferry is also supported at an annual cost of £332,000.

A1.4 Providing Demand Responsive Transport (DRT) – MyBus Services

SPT manages a contract for demand responsive services operating in Argyll and Bute at an annual cost of £130,000. A total of 1,400 trips were undertaken in 2010/11 utilising SPT's dedicated contact centre equipped with scheduling software.

Table 2: MyBus Services in Argyll and Bute	
Service Number	Route
M10/950	Lomond/Dumbarton DRT **

** Contract covers multiple local authority areas

A1.5 Investing in new vehicles

Since June 2009, a vehicle purchased by SPT at a cost of £82,000 has been operating on the DRT contract serving Argyll and Bute, resulting in a saving in the cost of providing these services and improving the standard of vehicle available.

A1.6 Delivering school transport

Argyll and Bute Council manage all school contracts within their area.

A1.7 Providing bus infrastructure

SPT operates, manages and invests in bus stations and manages and maintains bus shelters and stops.

Operating Buchanan bus station

7,200 bus departures by 7 services from Buchanan bus station serve Argyll and Bute.

Operating Greenock bus station

3,100 bus departures by 1 service from Greenock bus station serve Argyll and Bute.

Maintaining bus stops

SPT currently has a ten year agency agreement with Argyll and Bute to maintain 169 bus stops until 2013. This agreement brings economies of scale in terms of contractor labour rates, work planning, quick response times and emergency call outs out-with office hours and at weekends.

Investing in bus stop upgrades

Between 2003 and 2008 SPT funded a bus stop upgrading programme. Bus stops were upgraded to enable the provision of bus stop information cases. Within Argyll and Bute, 146 stops were upgraded at a cost of £88,000.

Investing in bus shelter upgrades

2010/11 programme - 7 shelters installed, 2 shelter mains power supplies installed, 3 shelter solar power systems installed for illumination systems and real time information at a cost of £48,000.

A1.8 Providing travel information to the public

Operating a Mobile Travel Centre

SPT's Mobile Travel Centre visits Argyll and Bute 40 times a year visiting Garelochhead, Kilcreggan, Arrochar Helensburgh.

Providing and maintaining bus stop information panels

SPT provides and maintains bus stop pole mounted information cases at 178 bus stops in Argyll and Bute. Cases are owned by SPT and inspected and cleaned at least once per year.

A1.9 Supporting Community Transport

SPT provides advice and development support to existing and new Community Transport organisations throughout the west of Scotland, including Argyll and Bute. SPT has established a Community Transport Forum to promote improved vehicle quality, support training and encourage best practice across the Community Transport sector in the west of Scotland.

A1.10 Addressing transport affordability

As administrators of the Strathclyde Joint Concessionary Travel Scheme, SPT works with its local authority partners to sustain the affordability of transport for elderly and disabled residents in the west of Scotland.

National Entitlement Card Administration for Argyll and Bute

Take up of concession passes by elderly people ⁹	22,500
Percentage of eligible population ¹⁰	85%
Take up by disabled people ⁹	2,700
Number of disabled card annual renewals from residents	880
First time applications from residents	200
Number of calls received annually from Argyll and Bute residents	2,500

⁹ Source Scottish Government Bus and Coach Statistics, 2010. Figure is for the whole of the Argyll Bute area

¹⁰ Source Scottish Government Bus and Coach Statistics, 2010 and GROS mid year population estimates for 2010. Figure is for the whole of the Argyll Bute area

Strathclyde Concessionary Travel Scheme (2008/09)¹¹

- Total value of rail and ferry travel being undertaken by residents of, or visitors to, Argyll and Bute - £1.63 million
- Annual saving to residents - £1.6 million

A1.11 Integrating transport, including transport and land-use planning

SPT is a key agency in the Local Development Plan process and prepared a detailed Technical Report on transport and land use forecasting across the Argyll and Bute area looking ahead to 2012 – 2027. This information and other SPT responses has been used to inform Argyll and Bute Council's Main Issues Report, currently out to consultation, which will directly feed into the Local Development Plan process.

SPT also engages with Argyll and Bute Council through the development management process, providing responses on planning applications which could impact on the transport network.

A1.12 Administering integrated ticketing initiatives - ZoneCard

SPT promotes and administers a range of integrated tickets covering the west of Scotland, including Zonecard, the biggest multi-modal ticketing scheme outside London.

Number of cards (i.e tickets) sold to Argyll and Bute residents	4,300
Estimated number of ZoneCard trips made	160,000
Estimated annual saving to residents of using ZoneCard ¹²	£71,000

A1.13 Planning the regional transport network

SPT has a role in reviewing the existing transport network and developing plans, as appropriate, to ensure continued effectiveness and efficiency including responding to local, regional, national and where appropriate European Union consultations which could impact on the transport network and service delivery in the west of Scotland. In 2010/11 SPT responded to more than 50 consultations ranging from High Speed Rail, West Coast Main Line Route Utilisation Strategy and the Competition Commission's Review of Local Bus Market Inquiry to Draft Core Path Plans and Main Issues reports for Strategic and Local Development Plans.

A1.14 Promoting developments on the rail network

SPT has an important role in promoting improvements to the rail network across the west of Scotland in conjunction with local authority partners, Transport Scotland, Network Rail and First ScotRail.

A1.15 Improving safety on regional roads

SPT has worked closely with ABC to target investment on regional roads to improve safety and reduce accidents, including the A814 and A818.

A1.16 Promoting "Smarter Choices" modal shift

SPT continues to provide a forum, through the SPT Sustainable Travel Group, for liaison between public and private sector organisations to support their employees in undertaking active travel. ABC and many other organisations are members of this group.

A1.17 Developing walking cycling initiatives

Encouraging active travel, including working with ABC on Helensburgh and Lomond Cycleways.

¹¹ Administered on behalf of the Strathclyde Concessionary Travel Scheme Joint Committee Approximate figures from value of rail and ferry concessions in Strathclyde region in 2008/09

¹² Saving: = (Composite Adult Single Fare - Average ZoneCard Single Fare) x Number of ZoneCard Journeys

Appendix 2 - SPT Argyll and Bute SOA

A2.1 SPT as a Community Planning Partner

Transport is critical to the delivery of the Scottish Government's National Outcomes and Argyll and Bute's Local Outcomes. SPT's investment programme and delivery of transport services contributes to nine transports related National Outcomes and seven of Argyll and Bute's sixteen Local Outcomes.

Table 1: Local Outcomes

Ref No.	Local Outcome (Local Outcomes to which SPT'S activities do not directly contribute are also listed for completeness)
Theme 1 – Vibrant Communities	
VC1	Safe supportive communities with positive culture and sense of pride in the area
VC2	Well balanced demographically with young people choosing to stay or move to the area
VC3	Vibrant local economy that is based on core attributes of the area, flexible and open to new opportunities
VC4	Well connected economically and socially
VC5	A sense of history with a view to the future
VC6	Housing that is appropriate and affordable with local people able to participate in the housing market
VC7	High quality public services and leisure / community facilities that attract people to settle in Argyll and Bute
Theme 2 – Outstanding Environment	
OE1	High quality environment that is valued, recognised and protected
OE2	The environment is respected as a valued asset that can provide sustainable opportunities for business
OE3	A high quality image and identity that is recognised and appreciated globally
OE4	An area that is accessible, yet retains its remote character
Theme 3 – Forward Looking	
FL1	Communities that are culturally rich with a desire to excel
FL2	Proactive communities where local people and organisations look for and create opportunities
FL3	Dynamic public sector with more delivery of high quality 'professional' services from Argyll and Bute
FL4	Partnership working across all sectors to coordinate developments, market Argyll and Bute and remove constraints
FL5	Communities that encourage life long learning

(Note: ABC SOA Local Outcomes reference numbers are used to link ABC to SPT activities in section 6 of this report)

Table 2: Local and National Outcomes linkages

National Outcome (Transport Related)	Argyll and Bute Local Outcome (<i>Local Outcomes to which SPT's activities do not directly contribute are also listed for completeness</i>)
We live in a Scotland that is the most attractive place for doing business in Europe	VC3, VC4, VC7, FL4, OE4
We realise our full economic potential with more and better employment opportunities for our people	VC2, VC3, VC4, VC6, VC7, FL2, FL3, FL4, FL5, OE2, OE3
We live longer, healthier lives	VC1, VC6, VC7, FL3
We have tackled the significant inequalities in Scottish society	VC1, VC4, VC6, VC7, FL3
We live our lives safe from crime, disorder and danger	VC1, VC7, OE4
We live in well-designed, sustainable places where we are able to access the amenities and services we need	VC1, VC3, VC4, VC6, VC7, FL2, FL3, FL4, FL5, OE1, OE4
We value and enjoy our built and natural environment and protect it and enhance it for future generations	VC1, VC3, VC5, VC6, VC7, FL4, OE1, OE2, OE3, OE4
We reduce the local and global environmental impact of our consumption and production	VC4, FL2, OE1, OE2
Our public services are high quality, continually improving, efficient and responsive to local people's needs	VC1, VC7, FL3, FL4



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